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The Bidders' inquiries and Responses may be updated from time to time and bidders are enjoined to check the website regularly and immediately prior to the scheduled bid opening.

Caltrans District 8 Office is located at 464 W. Fourth Street, San Bernardino, CA 92401-1400.

Send Contractor Inquiries via email to [d8\\_pbi@dot.ca.gov](mailto:d8_pbi@dot.ca.gov)

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**All inquiries must include the contract number.**

<b>08-448404</b>	
Inquiry No.	Inquiry/Response
1.0	<p>Question_1: Does Caltrans have earthwork cross sections for this project in paper or electronic format. If the answer is yes, when can the paper format be picked up at the district office or when will Caltrans be posting the electronic format on their website?</p> <p><b>Response: Cross Sections for this project are available for pick up at the CCO/PBI Desk starting today 10/04/11. They are available on CDs in pdf format. If interested, please call the following phone numbers to arrange for obtaining a copy: (909) 383-4304 or (909) 383-4705</b></p>
2.0	<p>Question_2: Considering the complexity of this project, the cost plus time requirement, and the fact that Contract 07-286904 bids on the same day as this one, and Contract 07-260-704 bids on 12/01/11, we respectfully request a three week postponement of the bid date.</p> <p><b>Response: The Bid Opening Date will not be changed and will remain on 11-17-2011 as was already set.</b></p>
3.0	<p>Question_3: Reference the Table on Page 84 of the Special Provisions. This table indicates work shall start on 10/31/11. Considering the bid date is 11/17/11 (with a potential change as request above) and contract award is 30 days later and execution of the contract will likely take another 30 days, it seems the work should start on or about 02/01/12. Should the State grant the above request, the start date would likely be on or about 03/01/12. Please revise the table to reflect actual start dates.</p> <p><b>Response: Please refer to Addendum # 1 issued on 11-08-2011</b></p>
4.0	<p>Question_4: The cover sheet shows that construction ends at Sta 459+17. The layout drawings stop at L-21, but show a match line with L-22. Please confirm that the project stops at L-21.</p> <p><b>Response: L-21 is the last Layout sheet. L-22 sheet does not exist.</b></p>
5.0	Question 5: Per plan sheets 1845 and 1912 the concrete quantity for

	<p>bridge abutment wing walls on the 14 Street WB Off Ramp and Pachappa UP (Shoofly) are to be paid in the structure concrete, bridge footing and structure concrete, bridge(Item 152(F) and 153(F)). For both bridge locations, our take-off quantity is significantly higher than the Engineer's. Please review the Engineer's quantities and update as needed.</p> <p><b>Response: The quantities were reviewed and all concrete items were accounted for. Please bid as per current contract documents.</b></p>
6.0	<p>Question_6: Are the cross sections available for bidding purposes?</p> <p><b>Response: Please see the response to Question # 1</b></p>
7.0	<p>Question_7: The requirement for QC testing of RSC in this section is typical of panel replacement construction. With the quantity of RSC for this project it is calculated that the number of specimens required will exceed 300 at quite a cost to the State. Will the contractor be held to this quantity of testing for modulus of rupture or will the frequency be reduced to something similar to standard JPCP construction?</p> <p><b>Response: Please bid as per current contract documents.</b></p>
8.0	<p>Question_8: Drawing sheet 1697 shows precast bulb-tee girder depth as 62". Is it acceptable for the girder depth to be 61", which is the nearest standard Caltrans bulb-tee girder size? Please bear in mind that precasters use steel forms, which are not adjustable for depth, except in the top flange thickness.</p> <p><b>Response: <del>Your question is being taken under consideration, please bid per the current contract documents.</del></b>  <b>Please refer to addendum # 1 issued on 11-08-2011.</b></p>
9.0	<p>Question_9: Drawing sheet 1725 shows precast bulb-tee girder depth as 5 ft.(60"). Is it acceptable for the girder depth to be 61", which is the nearest standard Caltrans bulb-tee girder size? Please bear in mind that precasters use steel forms, which are not adjustable for depth, except in the top flange thickness.</p> <p><b>Response: <del>Plans will be revised to use 61" deep girder. An addendum will be forthcoming to address this issue.</del></b>  <b>Revised response: <del>Your question is being taken under consideration, please bid per the current contract documents.</del></b>  <b>Please refer to addendum # 1 issued on 11-08-2011.</b></p>
10.0	<p>Question_10: Please provide top of wall elevation and finish grade elevation for Retaining Wall 382.</p> <p><b>Response: <del>An addendum will be forthcoming addressing this issue.</del></b>  <b>Please refer to addendum # 1 issued on 11-08-2011.</b></p>
11.0	<p>Question_11: Plan sheet refers you to "See electrical sheets for electrolier" and "See overhead sign plans for overhead sign pedestal". Would you please provide a plan sheet numbers for the two details referred to on plan sheet 831</p> <p><b>Response: The plan sheets for the call outs on plan sheet 831 are Plan Sheet numbers</b></p>

	712, 735, 736, and 1168.
12.0	<p>Question_12: Bid Items 57 &amp; 58 call for the installation of 24" &amp; 36" Alternative Pipeliner. However, outside of the bid items themselves, there does not appear to be any reference to the Alternative Pipeliner anywhere else in the bid documents. There is no specification for the Alternative Pipeliner and there does not appear to be any Alternative Pipeliner shown anywhere on the drawings. Please clarify the requirements for the Alternative Pipeliner, what pipeliner products will be allowed, and where it will be installed.</p> <p>Response: These 2 items will be removed from the estimate. <del>An addendum will be forthcoming to address this issue.</del> Please refer to Addendum # 1 issued on 11-08-2011.</p>
13.0	<p>Special_Provisions_Specific: Section 4 of the Special Provisions states that "Additional damages to those specified in Section 8-1.07... of the Standard Specifications are \$28,500 per day..." The liquidated damages specified in 8-1.07 are \$28,500 per day for projects over \$100,000,000 (this project has an Engineer's Estimated of \$120,000,000).</p> <p>Question_13: What are the total liquidated damages (per day) on this Contract? Based on our interpretation, they are \$57,000 per day. Shouldn't this value be equal to the value placed on the Bid Number of Days for Bid Evaluation purposes, which is currently \$30,000?</p> <p>Response: The LD is \$30,000 per Day. <del>An addendum will be forthcoming to address this issue.</del> Please refer to Addendum # 1 issued on 11-08-2011</p>
14.0	<p>Question_14: Retaining Wall 335 is called out as a Type 1 retaining wall. Retaining walls 339 and 342 are also called out as Type 1 retaining walls, but are modified to conform to Railroad Standards. Is retaining wall 335 supposed to conform to these same standards and therefore, have revised Type 1 details (example page 1492)? Some of the footing thickness' being called out on page 967 differ from Caltrans Type 1 standards and is a bit confusing. Please clarify.</p> <p>Response: Wall RW335 is a standard Type 1 retaining wall, and no special details are needed. Bid per current contract documents.</p>
15.0	<p>Question_15: In the cross sections provided, we opened Madison Off (MADOF1) and realized that the file has been mislabeled. Can the State provide the correct Madison Off (MADOF1) file and cross sections?</p> <p>Response: The Corrected <u>MADOF1</u> is now available. If you requested and received a copy of the Cross Sections before 10-11-11, please call one of these two numbers to obtain the corrected file for this Off ramp: <b>(909) 383-5961 Or (909) 383-6322</b> If you requested a copy of the Cross Sections after 10-11-11 the corrected copy of this Off Ramp will be automatically included in the Cross Sections and mislabeled file will be removed.</p>

16.0	<p>Question_16: In the Bid Book, <u>OPT OUT OF PAYMENT ADJUSTMENTS FOR PRICE INDEX FLUCTUATIONS form (DES-OE-0102.12 (NEW 12/2009))</u> requires the bidders who are electing to opt out of the payment adjustments for the price index fluctuations as specified in "Payment Adjustments for Price Index Fluctuations" of the Special Provisions to complete this form and submit it with their bid.</p> <p>If a bidder elected not to opt out, should he/she sign and return this form with the bid anyway or should the bidder remove this form from the bid before sending it in?</p> <p><b>Response:</b> It is not necessary to sign the form if the contractor elects not to opt out. It would be better to leave the form blank and leave it in the bid book.</p>
16.1	<p><b>Question_16.1:</b> If the form was signed by the bidder but the Box on the form was not checked, should this be considered as:</p> <p>a-Opting out or b-Not opting out?</p> <p><b>Response:</b> If the form is signed but the box is not check, it would be considered as NOT OPTING OUT.</p>
17.0	<p>Question_17: Are there any special requirements from a SWPPP or other environmental concern for the protection of the existing Riverside County Flood Control area with respects to landscape operations or run off requirements?</p> <p><b>Response:</b> No</p>
18.0	<p>Question_18: How are the flow sensors connected to the controller, wired / wireless / fiber and are the sensors required to be networked into the SCADA or other system?</p> <p><b>Response:</b> By wire, see page 340 paragraph 2 of the special provisions</p>
19.0	<p>Question_19: What is the required separation or other rules / requirements for operations near the metrolink facilities?</p> <p><b>Response:</b> Per the representative of Railroads, there should be a 25' setback from the outside Metrolink track for construction operations near the track.</p>
20.0	<p>Question_20: Please show existing / proposed pull boxes for armor-clad conductors for irrigation controllers on plans.</p> <p><b>Response:</b> We don't usually show on plans, the standard detail shows it. Per Sec. 20-5.0271 of the 2006 Std. Plans, pull boxes shall be installed at intervals not exceeding 500 feet along conductor runs. See pp 209.</p>
21.0	<p>Question_21: Confirm Calsense remote pricing on page 340. Extended price does not match each price. Do these Calsense prices include the training required and any software necessary for the job? If not, please provide the quoted prices for inclusion in the bid.</p> <p><b>Response:</b> Pending</p>

22.0	<p>Question_22: What is supposed to be done with the salvaged irrigation components? Can it be used as a reduction in quantities for salvaged components? Is there an existing contractor laydown yard available to contractors in the area, or is it up to the primes &amp; subs to procure one?</p> <p>Response: The intention is not to salvage irrigation components, they are to be removed and disposed of.  No areas exclusive for the contractor to use, <del>however you may be able to work out something with the resident engineering.</del>  Please See page 29 of special provisions. It explains this issue in more details</p>
23.0	<p>Question_23: Overhead sign structures and ramp meter pedestals show on pages 1650-1657. These details show a significant amount of additional forming and concrete work associated with retaining walls. The summary of quantities shows the Overhead Sign Foundations being paid for by the LF for CIDH Concrete Pile (Sign Foundation). Please clarify, where do they get paid?</p> <p>Response: The quantities for 54" and 60" CIDH concrete piles (sign foundation), items 209 &amp; 210 have been changed per addendum # 1 that was issued on 11-08-11.</p>
24.0	<p>Question_24: Sheet 801 of 2028, RW 172, plan view shows cross hatched lines where the Retaining Wall ties into the bridge abutment. Please clarify what the cross hatch lines represent.</p> <p>Response: The x hatch is a portion of the Approach Slap on top of Wall 172 and the contractor must refer to the structure plan for further detail.</p>
25.0	<p>Question_25: Retaining wall plans show a Typical Section with over excavation called out as 1' below bottom of footing. Please verify that the State intends all Retaining Walls with this detail to be over excavated the entire length. Or please provide limits and locations of over excavation.</p> <p>Response: Yes, the 1' over excavation below retaining wall footings should be along the entire wall length for those walls that have this detail.</p>
26.0	<p>Question_26: Typical Cross Section X-1 provides existing structural sections 1-4 for the mainline SR-91. Can the state provide existing structural sections for the outside asphalt shoulders, existing ramps, arterial streets, parking lots, ect...?</p> <p>Response: The additional existing structural section info as requested will not be provided. Please bid as per current contract documents.</p>
27.0	<p>Question_27: Special Provisions section 10-1.02 Order of Work states that Panorama Landfill is approved for temporary use. Can the state provide an exact address or location for this site?</p> <p>Response: The Panorama Landfill is located in the SW quadrant of SR91 &amp; the UPRR RW at the Pachappa UP, just north of Panorama Rd. It is the City parcel (20420-2 TCE) in Appraisal Map 911016-5.</p>

28.0	<p>Question_28: In the railroad work window chart some of the dates appear to be incorrect. From the remove existing UP bridge in stage 2 phase 1 to the completion of the permanent bridge in stage 2 phase 3 there is only 5 calendar days. Also the last item in the chart starts in November of 2013 and ends in January of 2013. Look at these dates for revision.</p> <p><del>Response: Please refer to Question # 3 above. An addendum will be forthcoming to address this issue.</del>  <b>Please refer to addendum # 1 issued on 11-08-2011.</b></p>
29.0	<p>Question_29: 8-Inch Retaining Curb is to be installed in various locations throughout this project. Could Caltrans please provide your estimated quantities/locations and which bid item this curb is to be bid and paid under?</p> <p><del>Response: An addendum will be forthcoming to address this issue.</del>  <b>Please refer to addendum # 1 issued on 11-08-2011.</b></p>
30.0	<p>Question_30: Special Provisions page 410 talks about insurance requirements for BNSF Railroad and references an attached Exhibit "C-1". However, this Exhibit is not attached in the Special Provisions. Can the State issue this Exhibit?</p> <p><b>Response: Pending</b></p>
31.0	<p>Question_31: "Raised Island Details" appear on sheets C-24, 27, 29, 32, 33, 41, 43, and 47 of the construction details. Only on sheets C-41, 43, and 47 does it call out which material fills the elevated void behind the curb, i.e. stamped concrete, rock blanket, and 4" concrete paving (in that order). The Typical Sections and the referenced A88B standard plans offer no help in providing the type of queried material and their installation thicknesses. Could the State please clarify</p> <p><b>Response: See PP plans for the material to be used within the raised islands shown on C-24, 27, 29, 32, 33, and the detail on sheet LD-1 for the rock blanket thickness.</b></p>
32.0	<p>Question_32: The State has a Minor Concrete (Driveway) quantity of 150 cyds for Bid Item #259 which I assume is the combined quantities off of Sheets Q-10 (112.6 cyds) + Q-21 (34.8 cyds) = 147.4 cyds rounded to 150 cyds.</p> <p>Does this 150 cyds quantity also include both driveway quantities (4" PCC and 6" PCC) associated with the reconstruction of Parcel 20867 on Sheet C-38?</p> <p><b>Response: An addendum will be forthcoming to address this issue.</b></p>
33.0	<p>Question_33: The Miscellaneous Concrete Construction Specification (Section 10-1.115 (page 319) seems to be somewhat redundant and confusing since there are specific bid items for curb ramps, gutters behind retaining walls, sidewalk, driveways, and cross gutters. The States' design engineers generated the Minor Concrete (Miscellaneous Construction) bid quantity for this project. Could the State please make available with a breakdown of what should be included in this 110 cyds quantity?</p> <p><b>Response: The 110 CY Minor Concrete (Miscellaneous Construction</b></p>

	<p>quantity is shown on the drainage quantity sheets and includes the local depressions for drainage inlets, as specified on the drainage layout sheets and profiles.</p>
34.0	<p>Question_34: Per the quantities shown at the bottom of sheet Q-2 and notes in the stage construction drawings, it appears that the intent is for the contractor to excavate by open cut methods across the 91 freeway to place 18" and 24" RCP and replace the mainline with Rapid Set PCC Pavement during night closures. If this is true, what structural section thickness should be used? Will pavement dowels and tie bars be required? What type of longitudinal joint will be needed between the new RSC and existing PCC pavement?</p> <p>Response: Open cut during the freeway closure is the intended method of installation for drainage systems to be backfilled with RSC as shown on sheet Q-2. The structural section thickness shall be 1.35' minimum. Pavement dowels and tie bars shall be used per Caltrans Std. Plan P-1 and P-10, and shall be included in the bid price of the concrete. A longitudinal contact joint is sufficient between the new RSC and existing PCC pavement.</p>
35.0	<p>Question_35: Existing mainline PCC pavement must be removed and replaced to allow construction of bents at 14th Street, Cridge, Pachappa and Ivy. What structural section should be used for replacement? Will pavement dowels and tie bars be required? What type of longitudinal joint will be needed between new and existing PCC pavement? Where will this work be paid?</p> <p>Response: Pavement replacement at Cridge, Ivy, &amp; Pachappa bent construction areas is completely within the median, so structural section A on sheet X-1 should be used. The excavation at the 14th St bent construction area goes into the travelled way, so use structural section B on sheet X-1 for the entire width of the replacement paving. Dowel Bars shall be used for transverse joints and an isolation joint shall be used at the longitudinal joints per Standard Plans P2 &amp; P 18. This replacement shall be included in the bid price of the concrete. Removal is paid according to Section 19-101 of the Standard Specifications, <i>"Quantities of all types of existing subbase, base, surfacing or pavement removed will be included in the quantities of the type of excavation in which they are located, and no separate payment will be made therefore"</i>.</p>
36.0	<p>Question_36: Please confirm your quantities for Bridge Footing Concrete and Bridge Concrete for Pachappa UP (Replace). The previous question (Question 5 above) addressed Pachappa UP (Shoofly) by mistake.</p> <p>Response: <del>Your question is being taken under consideration, please bid per the current contract documents.</del> Please refer to addendum # 1 issued on 11-08-2011.</p>
37.0	<p>Question_37: I do not find a specification for the subballast work at the railroad. Please provide.</p> <p>Response: <del>An addendum will be forthcoming to address this issue.</del> Please refer to addendum # 1 issued on 11-08-2011.</p>

37.1	<p>Question_37.1: The bid quantity of 96" CIDH Piling on 14th Street WB Offramp appears to be over by 172 ft. Please clarify.</p> <p>Response: Please bid per the current contract bid documents.</p>
38.0	<p>Question_38: Construction note #1 refers to sheet SCD-1 for details on the temporary pavement at the WB Central St. offramp. SCD-1 only shows details for 14th St. Please provide more information.</p> <p>Response: Refer to the Typical Temporary Pavement Detail on SCD-1 and the sections on SC-28 for constructing the temporary pavement on the Central WB off ramp.</p>
39.0	<p>Question_39: Can the work windows shown in the work item chart for the Union Pacific Railroad be varied by the baseline.</p> <p>Response: Bid as per the revised chart in addendum 1.</p>
40.0	<p>Question_40: On page 410 of the Special Provisions, Section 13, part 1.01.02, the contractor is obligated to provide insurance called for under Section 2 of Exhibit "C-1" Agreement. This exhibit for BNSF railroad could not be found in the special provisions. Please provide a copy of the "C-1" agreement or tell us where it is located in the bid documents.</p> <p>Response: An addendum will be forthcoming to address this issue.</p>
41.0	<p>Question_41: Train traffic information was given for BNSF but not for UPRR. Please provide train traffic information for UPRR</p> <p>Response: An addendum will be forthcoming to address this issue.</p>
42.0	<p>Question_42: There is error in quantity totals for Bid Item No. 177. If you look on page 797, under the Sound Wall quantities for SW 357, it states that the total square footage should be 5,760 SQFT. Now if you go to that actual profile on page 1082 of the project plans you'll also notice the same quantity listed to the far right middle of the page. If you take the full length of wall, 450.39 FT., as listed, times the CMU height of 16.00' you'll find there is an error present in total SQFT for that item.</p> <p>Response: An addendum will be forthcoming to address this issue.</p>
43.0	<p>Question_43: Sheet 2 shows a structural section 'A.' I do not see it on the layout sheets or cross sections. Where does this occur?</p> <p>Response: Section A is to be used where replacement of the median structural section is required. See response to Question # 35.0 above.</p>



44.0	<p>Question_44: How does the contractor get paid both for removing and replacing the structural section where new bridge bents are being constructed?</p> <p><b>Response:</b> Removal is paid according to Section 19-101 of the Standard Specifications, <i>"Quantities of all types of existing subbase, base, surfacing or pavement removed will be included in the quantities of the type of excavation in which they are located, and no separate payment will be made therefore."</i> Replacement of the structural section is to be paid under the appropriate items (JPCP, HM-A (Bondbreaker), LCB, and AS (Class 2)).</p>
45.0	<p>Question_45: What structural section should be used for reconstructing the structural section removed during bridge bent excavation?</p> <p><b>Response:</b> Please see response to Question # 35.0 above.</p>
46.0	<p>Question_46: On page G-15 the note tells us to cut and cap retaining walls 339 and 342. At what elevation do we cut and cap the walls? What does cap mean? Does the footing stay in place? Where will this work be paid?</p> <p><b>Response:</b> Please refer to addendum #1. C-15 was changed to show complete removal of wall RW339 and RW342. Quantities are showed on Q-14 and work will be paid as Remove concrete.</p>
47.0	<p>Question_47: On page C-95 it shows the interim grading plane for the UPRR Shoofly and Page G-15 it show the permanent grading plane of the finished slope. Where does this grading after retaining walls are removed pay?</p> <p><b>Response:</b> Please refer to addendum #1. All quantities are shown on Q-8 in the Earthwork/Subbalast/Geotextile Reinforcement Quantities table. The grading after the walls are removed is shown as Pachappa UP (Final).</p>
48.0	<p>Question_48: The summary for Remove Concrete on Sheet 791 shows a total of 5307 CY of removal, but the bid item for this work shows 5770 CY of removal. Please indicate where the additional 463 CY is located on the project.</p> <p><b>Response:</b> See DQ-72 for additional quantity of Remove Concrete that is included in item 52. Note that this item and Q-14 were changed with Addendum # 1.</p>
49.0	<p>Question_49: item-270 does vinyl clad mean chain link fabric only to be vinyl clad, or chain link and all metal components such as posts, ties, tension wire tension bars, tension bands etc.</p> <p><b>Response:</b> Pending.</p>
50.0	<p>Question_50: Sheet 340 - DQ-11 lists quantities for 2x1 RCB in Minor Concrete Minor Structures Columns. Quantities should be moved one column to the left and be included in Bid Item # 159 not Bid Item # 161. This is true also for DQ 9 for DS # 29d. (See DS # 33b to 33d. DQ 45 and DQ 51 for DS # 93, 101, and 102 indicate the quantities for 2x1 RCB in the correct columns and in the correct Bid</p>

	<p>Item # 159.)</p> <p>Response: An addendum will be issued to correct the quantities on DQ-9, DQ-11,&amp; DQ-71, and on the bid item list.</p> <p>The sheet total (DQ-11) will be as follows:  Structural Concrete, RCB: changed from 5.65 CY to <math>5.65+297.80+60.30 = 363.75</math> CY.  Minor Concrete/Minor Structure: Changed from 367.00 CY to <math>367.0-60.30-297.80 = 8.90</math> CY.</p> <p>The sheet total (DQ-9) will be as follows:  Structural Concrete, RCB: changed from 0.00 CY to 14.80 CY  Minor Concrete/Minor Structure: Changed from 22.51 CY to <math>22.51-14.80 = 7.71</math> CY.</p> <p>Grand Totals on sheet DQ-71 will reflect change.</p>
51.0	<p>Question_51: DQ-7 , DS # 20l and 20n, quantity should be deleted for Minor Concrete Minor Structures. Bid Item # 161. This is a removal item and the quantity is also shown on the remove concrete column.</p> <p>Response: An addendum will be issued to correct the quantities on DQ-7 &amp; DQ-71, and on the bid item list.</p> <p>The sheet total (DQ-7) will be as follows:  Minor Concrete/Minor Structure: Changed from 10.00 CY to <math>10.00-2.40 = 7.60</math> CY.</p> <p>Grand Totals on sheet DQ-71 will reflect change.</p>
52.0	<p>Question_52: For Structures called out to be G2 and GD-1, please supply the required "L" dimension.</p> <p>Response: For all G2 &amp; GD1 DIs, L shall be 6", unless otherwise specified on plan/profile.</p>
53.0	<p>Question_53: For all Structures called out to be JS pipe to pie using DD-20, please supply the "C" dimension.</p> <p>Response: An addendum will be issued to add this information to the drainage profile plans.</p> <p>"C" dimension shall be as follows:  DS 35c: 2.25'  DS 59a: 3.50'  DS 65a: 3.50'</p>
54.0	<p>Question_54: For DS 107 e, the indication is for a MH in one location and a G-2 in another location. Which is it?</p> <p>Response: An addendum will be issued to clarify this information on the drainage plans. The item is a pressure MH as shown on DD-27.</p>

55.0	<p>Question_55: Manholes that are into the top of the RCB structures do not require concrete. Please correct.</p> <p>Response: Bid as per current contract documents.</p>
56.0	<p>Question_56: Many Storm Drain Structures are indicated to be Transitions Structures and should be Junction Structures</p> <p>Response: Transition structures occur at change of mainline pipe size/geometry or when lateral OD &gt; 0.5D (mainline). Otherwise, a JS may be used unless otherwise specified on plan.</p>
57.0	<p>Question_57: For most of the SD Pipe removal locations there is no indication of an H dimension to the top of the pipe or a profile of the existing pipe so that the contractor can determine how deep the pipe is below the existing surface. This also hold true for the removal of the Inlets and other SD structures. Please provide this information.</p> <p>Response: Cover over culverts to be removed is not normally provided due to uncertainty of grade breaks along the profile. Sections of culvert that do not interfere with new construction may be abandoned in place per section 15 of the Standard Specifications after consultation with the field inspector or Resident Engineer. Heights for existing DIs may be obtained from project plan profiles (such as when removed for collar construction) or from as-built plans at the District Headquarters. Such information for existing structures is not typically provided on DQ sheets.</p>
58.0	<p>Question_58: Bid item # 265 Manhole Frame &amp; Cover is also listed by the pound in Bid Item #263 as Misc Iron &amp; Steel. The Q sheets indicate that "N" for the Manhole Frame &amp; Covers is not to be paid for. Please Correct. Or please clarify which item the Manhole Frame &amp; Cover will be paid for and change the quantity for the other bid item.</p> <p>Response: Manhole frame and cover is paid as Miscellaneous Iron &amp; Steel. The pay item for "Manhole Cover (N)" is listed on the DQ sheets to aid in the number of items needed, similar to that of grate types listed for drainage inlets. Bid item # 265 Manhole Frame &amp; Cover will be removed from the bid item list in a future addendum.</p>
59.0	<p>Question_59: Bid Item # 238 indicates 52.5 LF on the Q sheet and 36 LF in the Bid Item.</p> <p>Response: The grand total for 36" CSP shown on DQ72 (36.0 LF) matches the quantity shown on the bid item list for item 238 (36 LF). Bid as per current contract documents.</p>
59.1	<p>Question_59.1: Bid Item # 238 indicates 36 LF. DS # 28b, 38a, 54e, &amp; 87c add 16.5 LF to that quantity. Total should be 52.5 lf. Total should be 52.5 lf.</p> <p>Response: The systems cited do not use Bid Item #238. DS28(b) = Type GD1 Inlet (see DD-6)</p>

	<p>DS38(a) = Type GD1 Inlet (see DD-6)</p> <p>DS54(e) = Type GD1 Inlet (see DD-6)</p> <p>DS87(c) = CMP Riser, Type A (48" csp riser per Std Plan D93C)</p>
60.0	<p>Question_60: Addendum #1, New MH # 4 on DS #51 should not be considered a RCB Bid Item # 159 Quantity. It is a Minor Concrete Minor Structure Pipe Item as a MH #4 and should be in Bid Item # 161. Bid Item # 188 Bar Reinforcing steel should not be included in this item which was added on the Q sheets but not the Bid Item. Likewise DS # 51c, &amp; 51e which was changed in the addendum is not a RCB Bid Item. It is as correctly stated prior to the addendum as a MH #2 which is a Pipe to pipe MH and should be Minor Concrete Minor Structures Bid Item # 161 not 159. Also the Rebar quantities will change.</p> <p>Response: Contractor's assessment is in error. Bid item as shown on Addendum # 1 plans. Structures cited in question #60 ARE NOT designated minor concrete/minor structure. Concrete designation as "Structural Concrete, Box Culvert" is structural concrete, not minor concrete. Reinforcing Steel is paid separately for such concrete designation.</p>
61.0	<p>Question_61: With the RCB box quantity correction Bid Item # 159 should be approx. 1670 cy &amp; Bid Item # 161 should be approx. 420 Cy or less. This is a significant difference in the quantities.</p> <p>Response: See responses to Questions 50, 51, 60. Engineer's estimate supports figures shown on Addendum #1 plans/SSPs. Bid items accordingly.</p>
62.0	<p>Question_62: Bid Item # 226. 30"x10" AP Arch Culvert 56 LF. After calling several different pipe suppliers it appears that a 30"x10" Arch Culvert is not made by anybody.</p> <p>Response: Contractor may substitute hydraulic equivalent with maximum barrel height of 10" or less. Bid item accordingly.</p>
63.0	<p>Question_63: Bid Item #230 and 231. DS 105b is 30" RCP listed in the 24" RCP quantity. See DQ 53. Thus Bid Item # 230 should be 2290 LF and Bid Item #231 should be 540 LF.</p> <p>Response: An addendum will correct the DQ plans and bid item list. Sheet DQ-53 and Bid Item estimate will be revised as follows:  #230 (24" RCP) will be revised as 2590-302 = 2290 LF  #231 (30" RCP) will be revised as 240+302 = 540 LF</p> <p>This adjustment will also be reflected on DQ-71 grand totals.</p>
64.0	<p>Question_64: Special_Provisions_Specific: Quantities for Bid Items 159 and 161 are grossly in error. Also Bid Items 263, 265, 188, 238, 226, 230, &amp; 231.</p> <p>Response: Questions regarding cited bid items have been addressed in responses to questions #50-#63.</p>

65.0	<p>Question_65: In the fourth paragraph of pg 236 of the special provisions, work is required if new pile installation cannot be accomplished due to the existing piles. Please confirm that this work (removing existing piles and backfilling holes with lean concrete) will be paid for as Extra Work.</p> <p>Response: The last paragraph of Section 10-1.67, "Piling," subsection "Measurement and Payment" (page 251) of the special provisions states , covers payment for removal of existing piles conflicting with new pile installation and filling the resulting hole with lean concrete backfill. Bid per the current contract documents.</p>
66.0	<p>Question_66: Plan sheet 796 (Q-19), shows a table under the heading Retaining Wall 389, the Tire Shred Excavation (Removal on existing wall, RW 91-119). Retaining wall 389 does not have any detail on where these Tire Shred is located. Also, RW 91-119 is nowhere to be found. Are these Tire Shred mixed with dirt?</p> <p>Response: An addendum will be forthcoming to address this issue.</p>
67.0	<p>Question_67: Item 74, Tire Shred Excavation and Item 75, Waste Transportation and Disposal (Tire Shred Materials is paid by CY yet Section 10-1.39 of the special provisions, last paragraph says, full compensation for tire shred excavation,including loading of tire shred material, is included in the contract price paid for the various items of work involved, and no additional compensation will be allowed therefore. Please clarify.</p> <p>Response: An addendum will be forthcoming to address this issue.</p>
68.0	<p>Question_68: I am having trouble finding the work for bid item 155 Structural Concrete, Sound Wall. In which plan sheets can I find this work?</p> <p>Response: Structural Concrete, Sound Wall can be found at Retaining Wall 281, sheets 1439 through 1456 in the project plans. Bid per the current contract documents.</p>
69.0	<p>Question_69: Did the State postpone the Bid Opening Date for this project?</p> <p>Response: Yes. Addendum # 2 issued on 11-10-2011 postponed the Bid Opening Date for this project until 12-08-2011.</p>
70.0	<p>Question_70: I was able to find the retaining walls that include bid items 140 &amp; 141. But which items of work include bid items 146 &amp; 147? In which plan sheets can they be found?</p> <p>Response: Pending.</p>
71.0	<p>Question_71: In what section of the Special Provisions can we find Item 194 Public Safety Plan?</p> <p>Response: Pending.</p>